

# City of Flagstaff **Active Transportation Master Plan** **Goals and strategies survey results**

December 2017



## Introduction

This report summarizes the result of a citizen survey intended to gather public feedback regarding a number of proposed goals and strategies to improve walking and biking in Flagstaff.

The survey was hosted on the City of Flagstaff's online [Flagstaff Community Forum](#) and was open to the public from November 16 through December 1, 2017. Surveys were also collected during two public open houses for the Active Transportation Plan, which were held on November 1 and November 15, 2017.

A total of 167 surveys were collected.

The results of this survey will be used in the City's [Active Transportation Master Plan](#), which will function as a detailed guide to enhance walking, biking, and FUTS trails in Flagstaff.

## *Contents of this report*

Results from the survey are organized in this document as follows:

- **Summary of results.** Some of the more interesting results from the survey are featured in the next section (pages 2-4).
- **Goals and strategies.** The main part of the survey asked respondents to rate the importance of 35 draft strategies to improve walking and biking in Flagstaff, organized around seven main goals (pages 5-19).
- **Vision statements.** For this section, respondents were invited to write a short phrase or sentence to express their vision for walking, biking, and FUTS trails in Flagstaff (pages 20-26 and 37-52).
- **Other questions.** Respondents indicated their level of support for a series of five general questions regarding the implementation of walking and biking facilities (pages 27-29).
- **Respondent profile.** Survey respondents were asked to identify themselves as regular walkers, regular bicyclists, both, or neither (page 30).
- **Additional comments.** An open-ended question allowed respondents to share additional comments. All of the submitted comments are reproduced at the end of this report (pages 30-36).

## Summary of results

### Survey

- This survey, which was hosted on the City’s Flagstaff Community Forum website, was intended to gather public feedback regarding a number of proposed goals and strategies to improve walking and biking in Flagstaff.
- The online version of the survey was open for the last few weeks of November 2017. Written surveys were also collected from participants at two public open houses – held on November 1 and 15, 2017 – for the Active Transportation Master Plan.
- A total of 167 completed surveys were submitted. This is somewhat lower participation than previous surveys, which have garnered as many as 450 responses. The low number is probably attributable to several factors, including a survey duration of only two weeks that included the Thanksgiving holiday. Additionally, a survey about goals and strategies may capture the public’s interest less than surveys about pedestrian and bicycle infrastructure.
- The survey included three main sections:
  - One part asked respondents to rate the importance of 35 strategies to improve walking and biking
  - A second section invited respondents to submit their vision for walking, biking, and FUTS in Flagstaff
  - The final section included five questions about level of support for ways to implement pedestrian and bicycle facilities.

### Goals and strategies

- Respondents scored virtually all of the proposed strategies high in terms of importance:
  - For the top 12 strategies, more than 75 percent of respondents scored them a 4 or a 5
  - The average score across all strategies is 3.88 out of 5
  - Only one strategy (bike share) was given an average score of less than 3, and had more 1 or 2 scores than 4 or 5.
- Walking and biking infrastructure in general appears to be most important for survey respondents. Completion of sidewalks, bike lanes, FUTS trails,

bridges and tunnels, and crossings all landed in the top 12 of the 35 strategies.

- Maintenance, snow removal, and keeping facilities clear of obstructions and debris continues to be important to encourage walking and biking.
- Among strategies intended to take care of what we have, programming traffic signals to work for pedestrians and bicyclists ranks fairly high in terms of importance.
- Working with community partners, and working to promote equity are considered the most important strategies within the goal of building a supportive environment for walking and biking.
- Re-establishing Flagstaff's Safe Routes to School program was scored highest among strategies under the goal of improving safety through education and enforcement.
- Respondents indicated high levels of support for compact, dense, mixed-use land use patterns that are supportive of walking and biking, and for streets that are built to accommodate pedestrians, bicyclists, transit, and vehicles.
- For the travel demand management (TDM) goal, respondents gave high scores to working with employers to encourage other travel modes, and to working with NAU to help students go car-free.
- Strategies under the goal to assess how we are doing generally scored lower than strategies for the other six goals; however providing mechanisms for public feedback, and analyzing pedestrian/bicycle crash data, were ranked as the most important strategies to further this goal.
- Strategies at the bottom of the list include those related to bike share, directional signing, bike theft, ped/bike counts, and safety classes. Their position at the bottom of the list does not mean they are considered unimportant by respondents, but a lesser priority than other strategies on the list.

### ***Vision statements***

- By a wide margin, safety is the predominant theme across all three categories of vision statements – walking, biking, and FUTS.
- Connectivity and access for walking and biking networks is also a significant theme in walking, biking, and FUTS vision statements.
- Sidewalks are an important component of walking visions, and bike lanes are central to many biking visions.

- For FUTS trail visions, expansion of the system and closure of gaps are frequent themes.

#### ***Other questions***

- In general, respondents gave solid support to all five questions related to implementation of pedestrian and bicycle facilities. More than half of all respondents scored a 4 or 5 for all five questions.
- Requiring new development to construct pedestrian and bicycle infrastructure received the highest level of support, followed by using a renewal of the transportation tax to fund ped/bike improvements.
- Support for dense, compact, mixed-use development to encourage walking and biking ranked last of the five questions; however it was still given a 4 or 5 by more than half of respondents (54.3 percent) and an average score of 4.17 out of 5.

## Goals and strategies

This section summarizes responses to a series of proposed strategies intended to enhance walking and biking in Flagstaff. A total of 35 strategies were included in the survey, organized around seven main goals.

Respondents were asked to score the importance of each proposed strategy to making Flagstaff more walk and bike friendly on a scale of 1 to 5, where 5 is very important and 1 is not at all important.

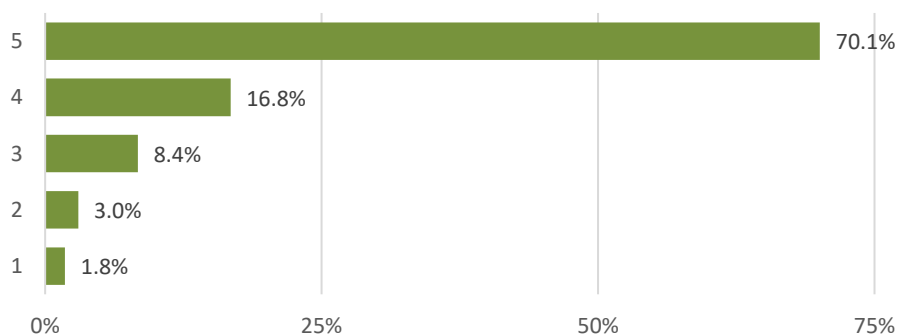
Individual results for each of the 35 strategies are presented in the graphics beginning on this page and running through page 17.

Two tables at the end of this section summarize the 35 strategies in two ways:

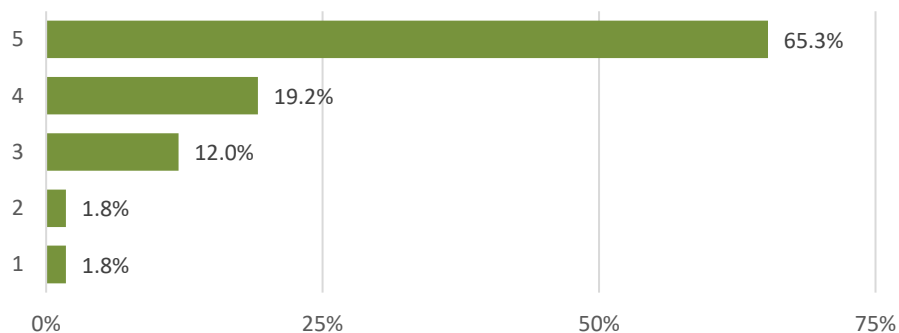
- The first table on page 18 lists strategies in order of their average score.
- The second table on page 19 shows each strategy ranked by the combined percentage of respondents who gave it a score of 4 or 5. On a scale of 1 to 5, a score of 3 would indicate a neutral position and a score of 4 or 5 would indicate some level of importance. As a result, the combined percentage of 4 and 5 scores can be interpreted as the percentage of respondents who feel that the strategy has some importance.

### 1 Complete networks for walking and biking that are continuous, comfortable, attractive, convenient, and useful

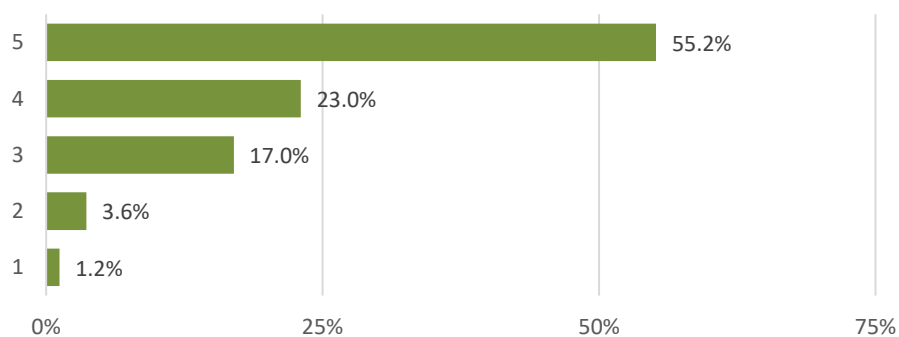
#### 1.1 Complete missing sidewalks along busy streets



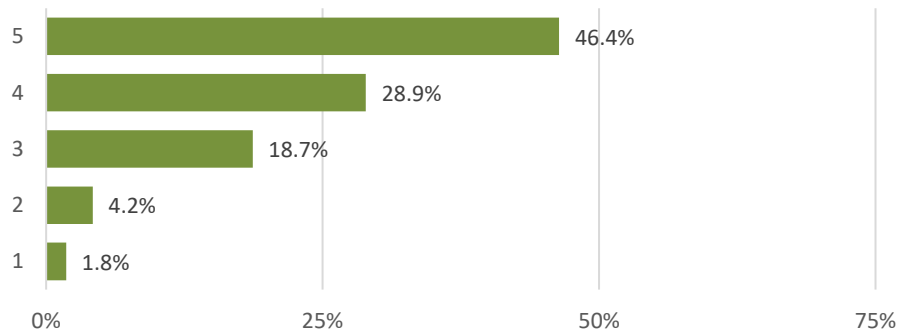
### 1.2 Complete missing bike lanes on busy streets



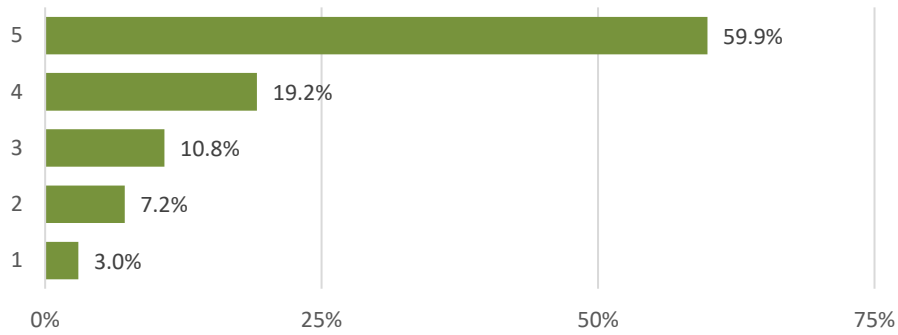
### 1.3 Build new FUTS trails and close gaps in the FUTS system



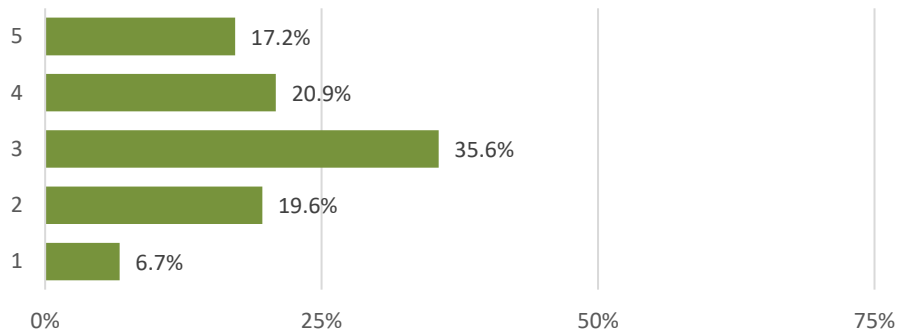
### 1.4 Add new street crossings, and enhance existing crossings for pedestrians and bicyclists



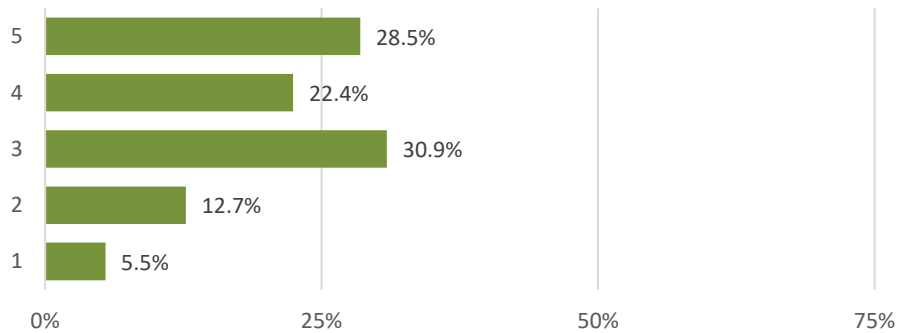
1.5 Provide bridges and tunnels for pedestrians and bicyclists where needed at interstates, the railroad, and busy streets



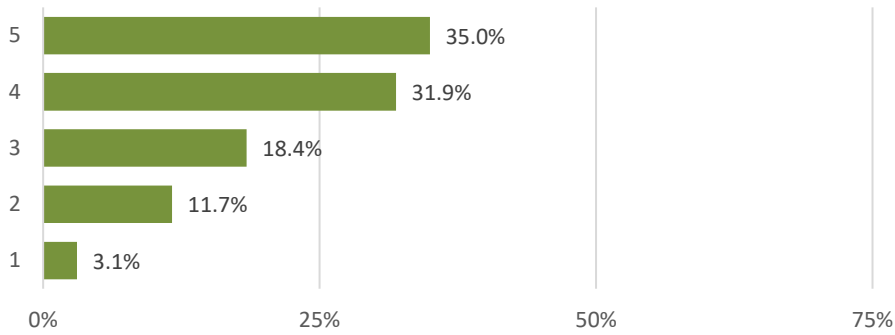
1.6 Incorporate directional signing on pedestrian and bicycle routes and networks



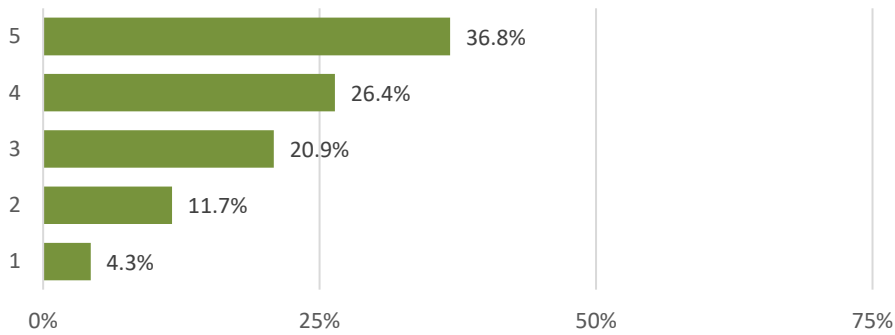
1.7 Ensure that functional bike parking is available wherever cyclists want to go



**1.8 Connects the FUTS trail system to the regional trails system, including Forest Service trails, the Loop Trail, and the Arizona Trail**

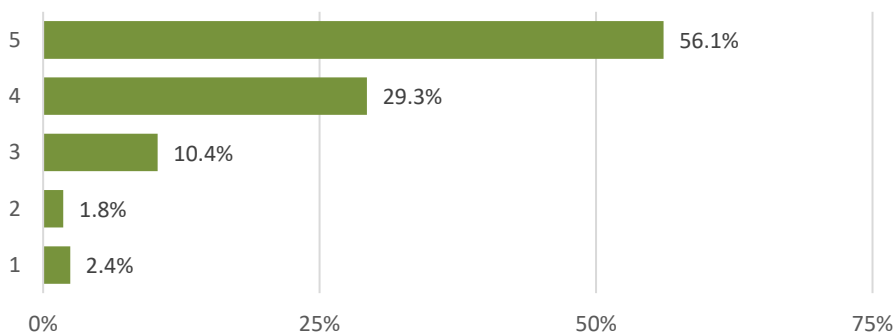


**1.9 Make all walking and biking facilities usable and accessible to all users**



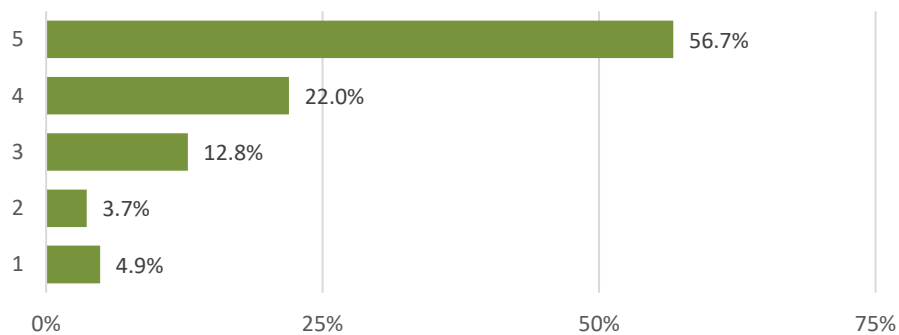
**2 Take care of what we have**

**2.1 Keep sidewalks, bike lanes, and FUTS trails well-maintained and free of obstructions and debris**

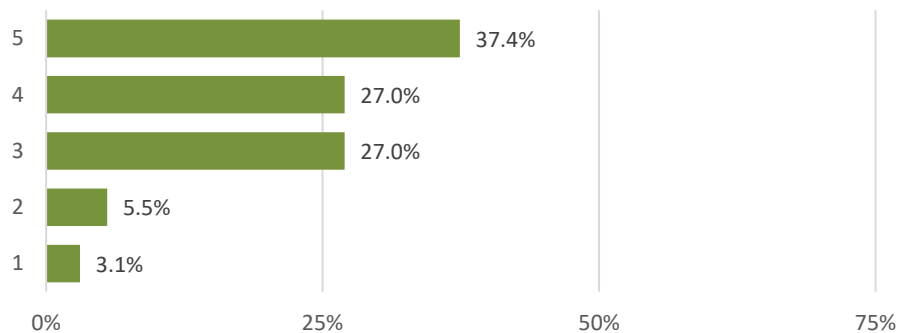




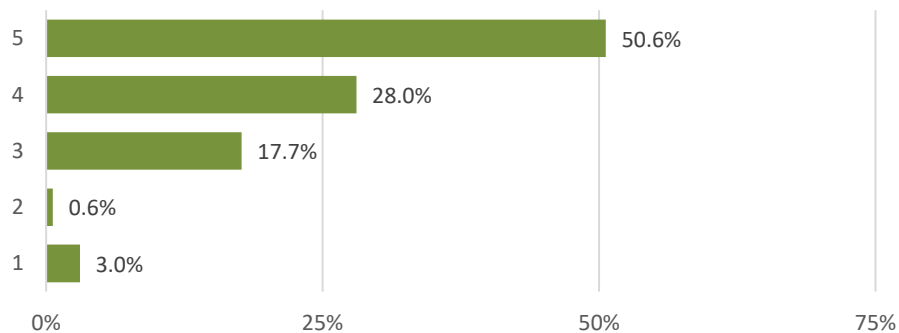
## 2.2 Clear snow and ice from sidewalks, bike lanes, and FUTS trails



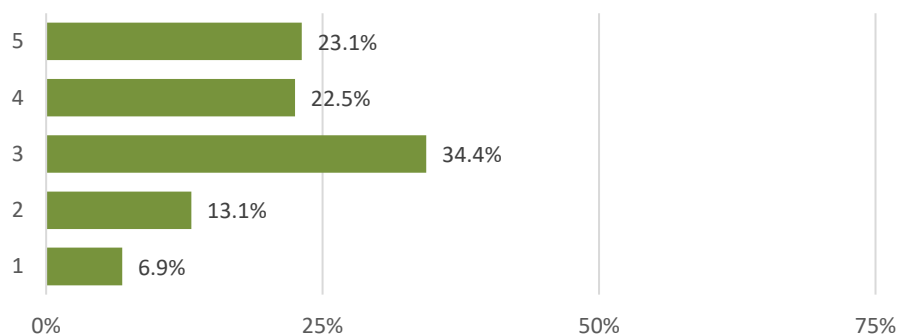
## 2.3 Close sidewalks, bike lanes, and FUTS trails for construction only when necessary, and provide detours or alternate facilities when closures are necessary



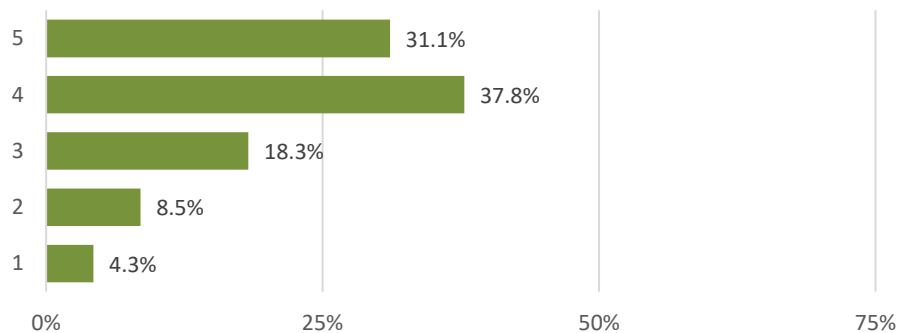
## 2.4 Make sure that traffic signals work for pedestrians and bicyclists



### 2.5 Reduce bike theft

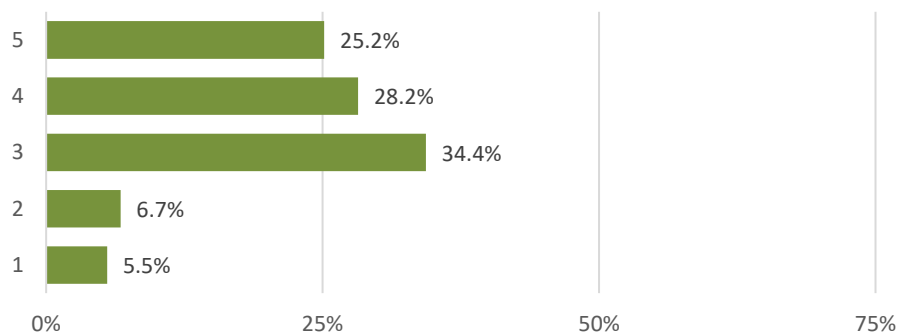


### 2.6 Work with the Police Department to address perceived safety concerns along FUTS trails

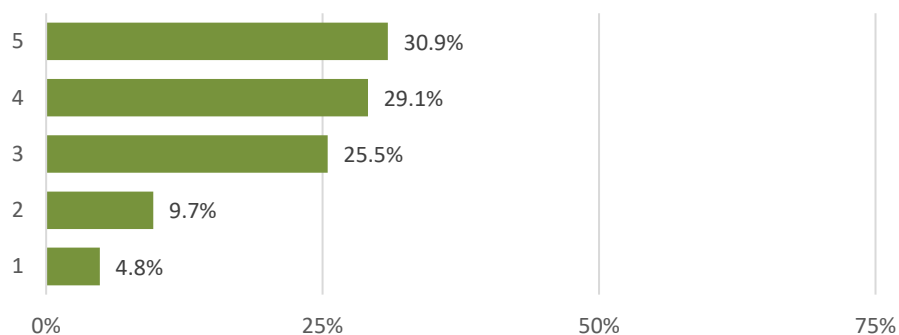


## 3 Build a supportive environment for walking and biking

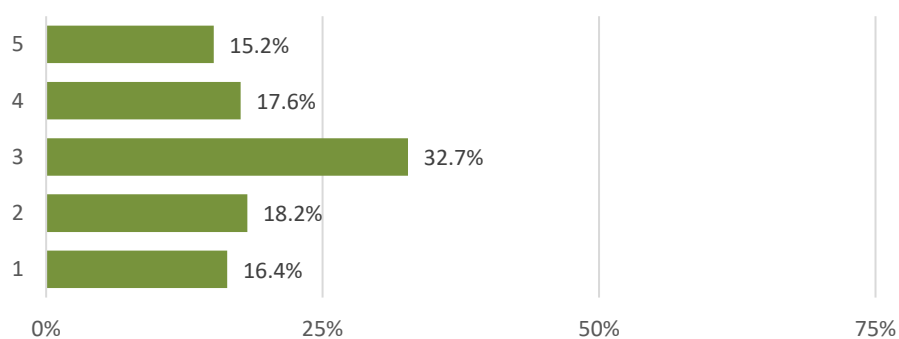
### 3.1 Provide better information to make it easier to walk and bike, such as online interactive maps and route planning



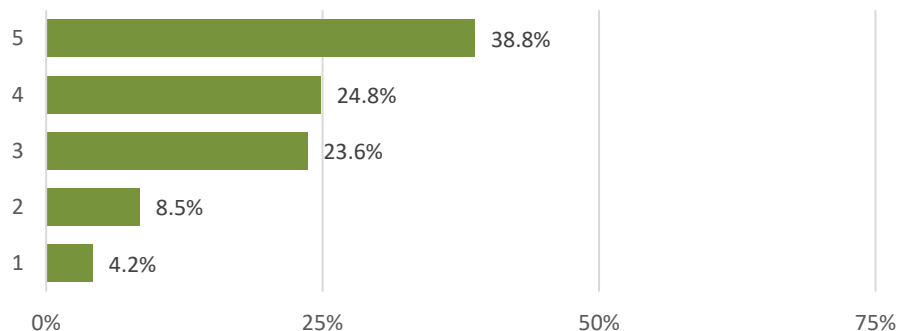
### 3.2 Promote community events that encourage walking and biking



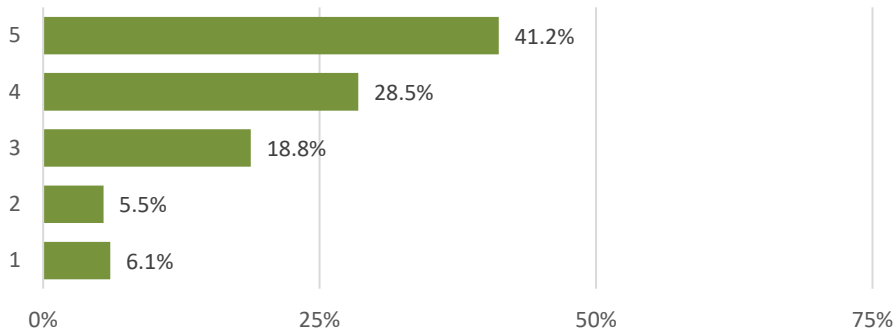
### 3.3 Establish a bike share program



### 3.4 Work with community partners, including public health, environmental groups, economic development, and tourism, to promote a walking and biking culture

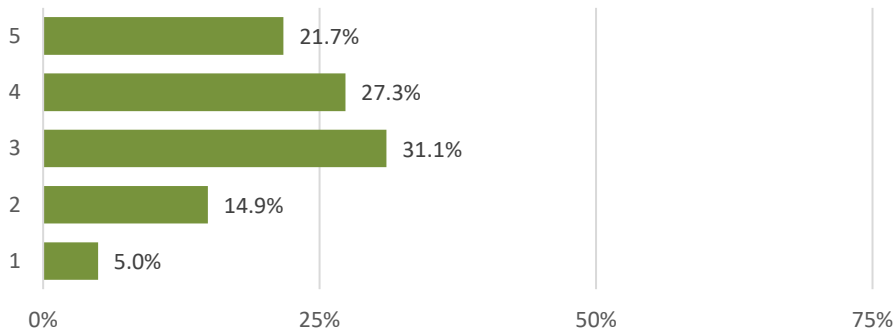


**3.5 Promote equity by making sure that low-income and other disadvantaged populations have equal opportunity for walking and biking**

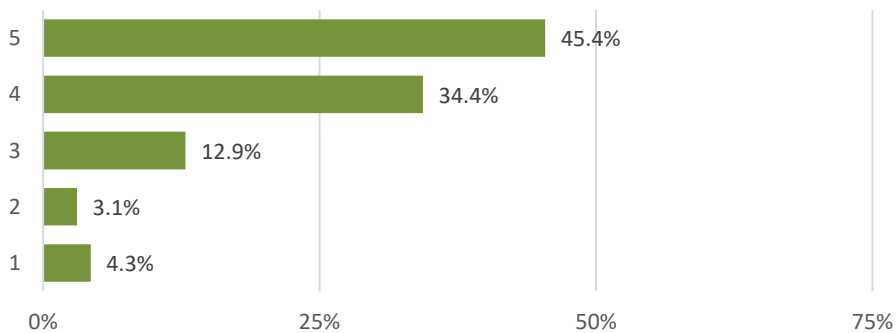


**4 Improve safety for walking and biking through education and enforcement**

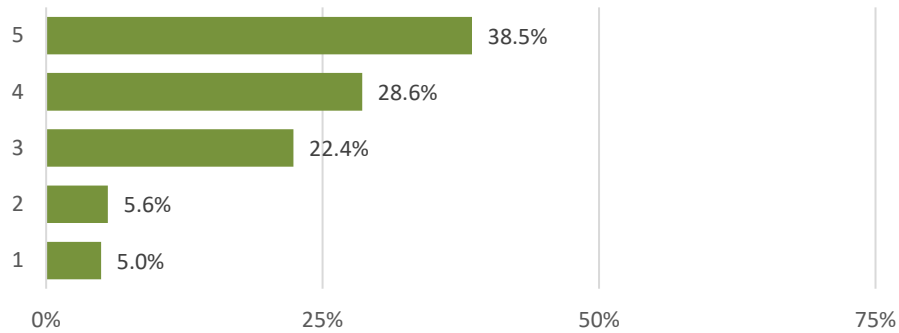
**4.1 Conduct safety classes as part of a comprehensive education program for pedestrians, bicyclists, and motorists**



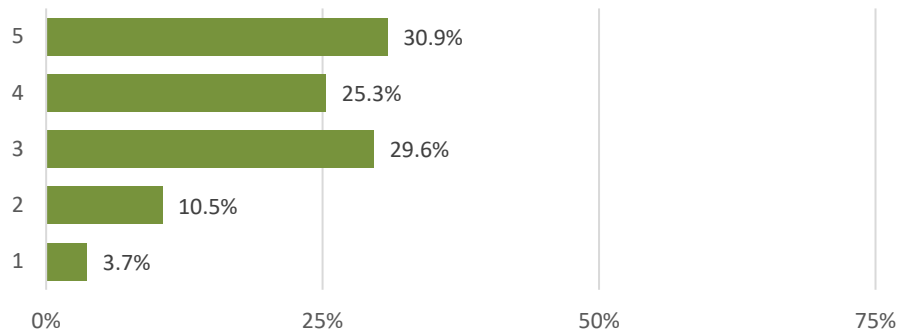
**4.2 Re-establish a community Safe Route to School program to encourage kids to walk or bike to school**



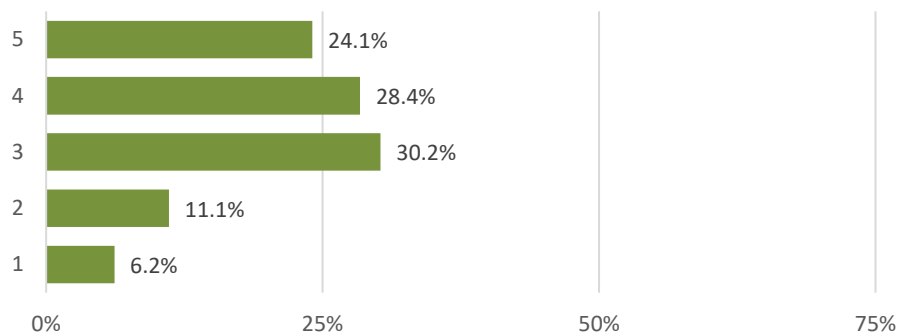
4.3 Work with the Police Department on enforcement efforts that enhance safety for pedestrians and cyclists



4.4 Use safety campaigns to spread information about safety, courtesy, and good practices

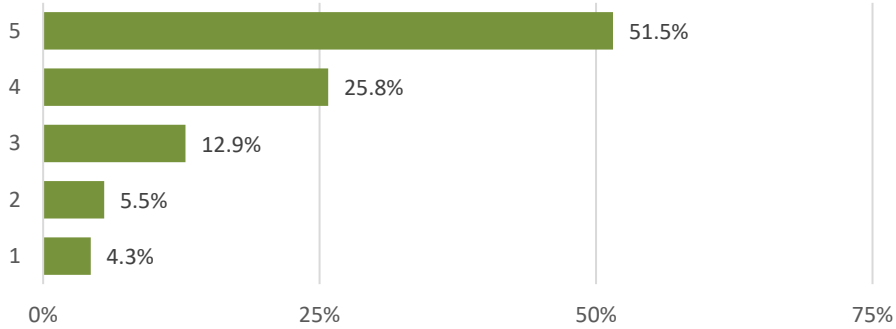


4.5 Promote user courtesy on FUTS trails

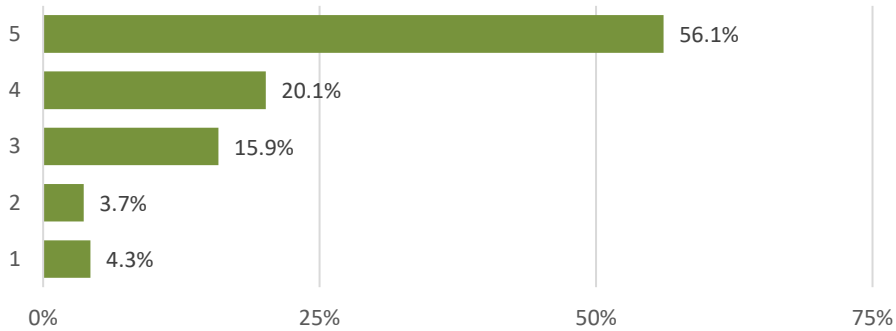


## 5 Promote land use patterns, development practices, and street standards that support walking and biking

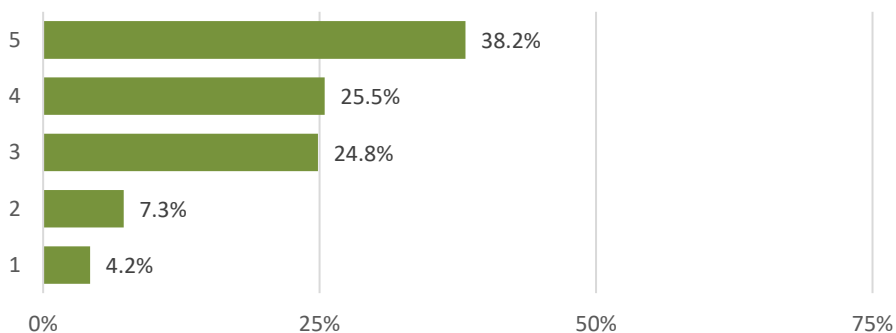
### 5.1 Promote land use patterns that are supportive of walking and biking, including compact, dense, mixed-use, and infill development



### 5.2 Build new streets, and retrofit existing streets, to accommodate and be comfortable for all users, including pedestrians, bicyclists, transit, and vehicles

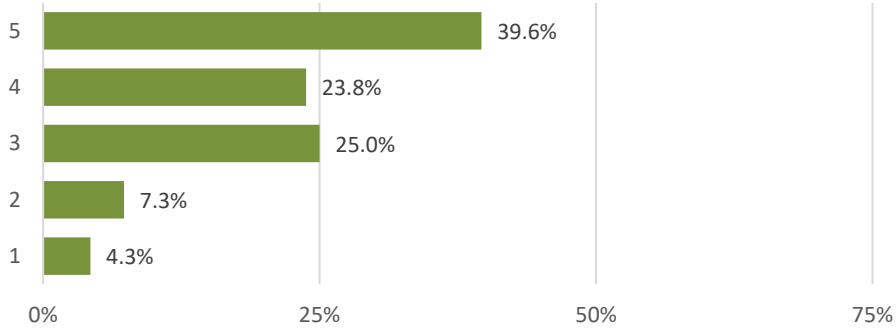


### 5.3 Promote the use of innovative facilities that encourage walking and biking

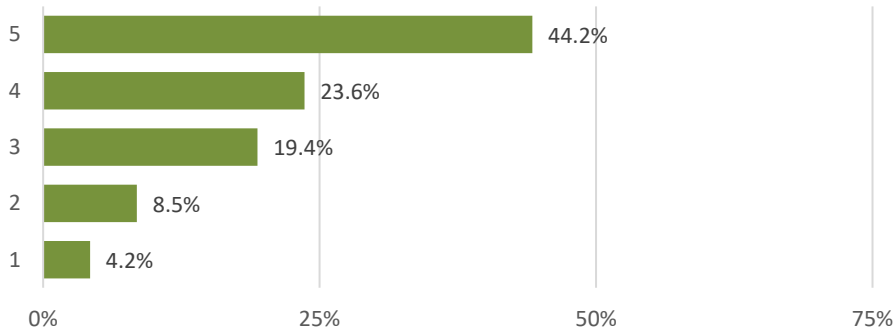


## 6 Use Travel Demand Management (TDM) as a guiding principle for transportation planning

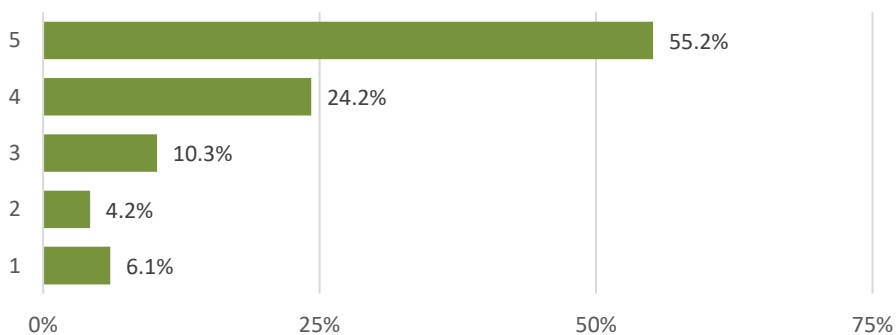
### 6.1 Establish formal programs and policies to encourage more walking, biking, and transit and to reduce the demand for driving



### 6.2 Work with local employers to provide incentives to drive less and use more sustainable commute options, including flex-time, telecommuting, showers and changing rooms, and bike lockers

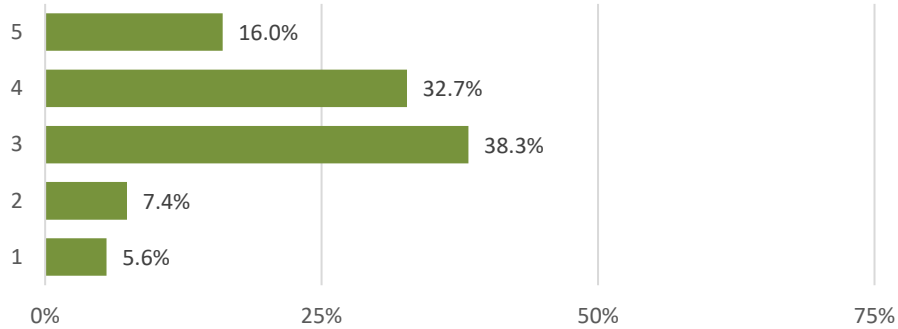


### 6.3 Work with NAU to promote student resources for attending NAU car-free

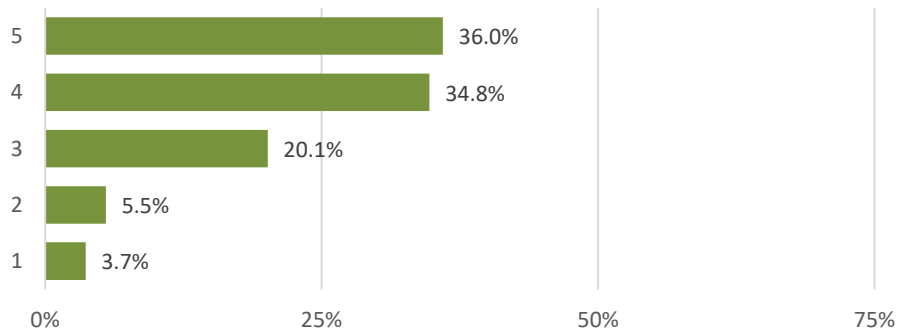


## 7 Assess how we're doing for walking, biking, and trails

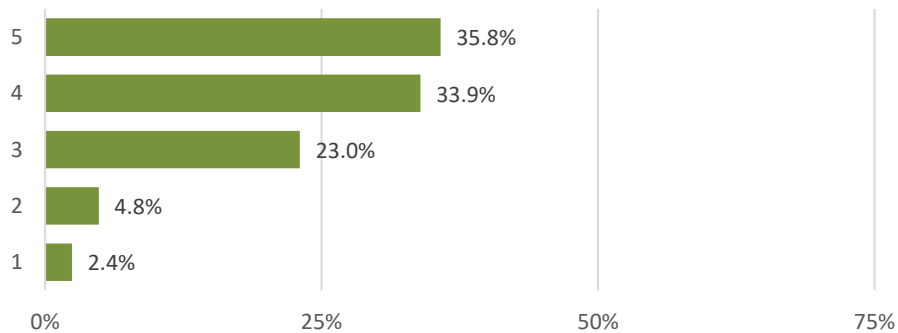
### 7.1 Conduct regular pedestrian and bicycle counts



### 7.2 Analyze and use pedestrian and bicycle crash data to improve safety and reduce crashes

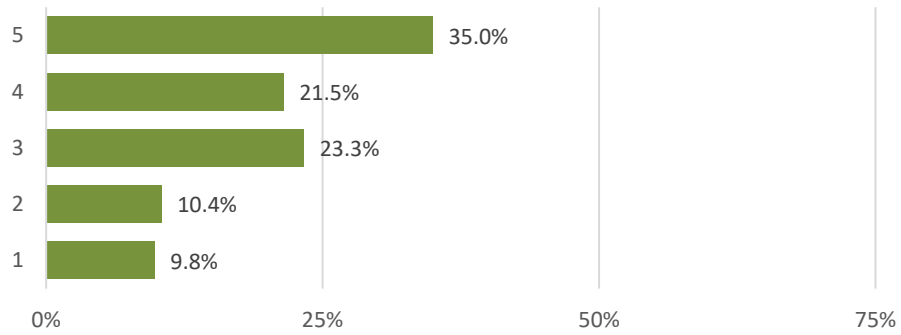


### 7.3 Encourage more interactive ways to communicate with the City regarding walking and biking issues through reporting apps, surveys, or a citizen-tracker website

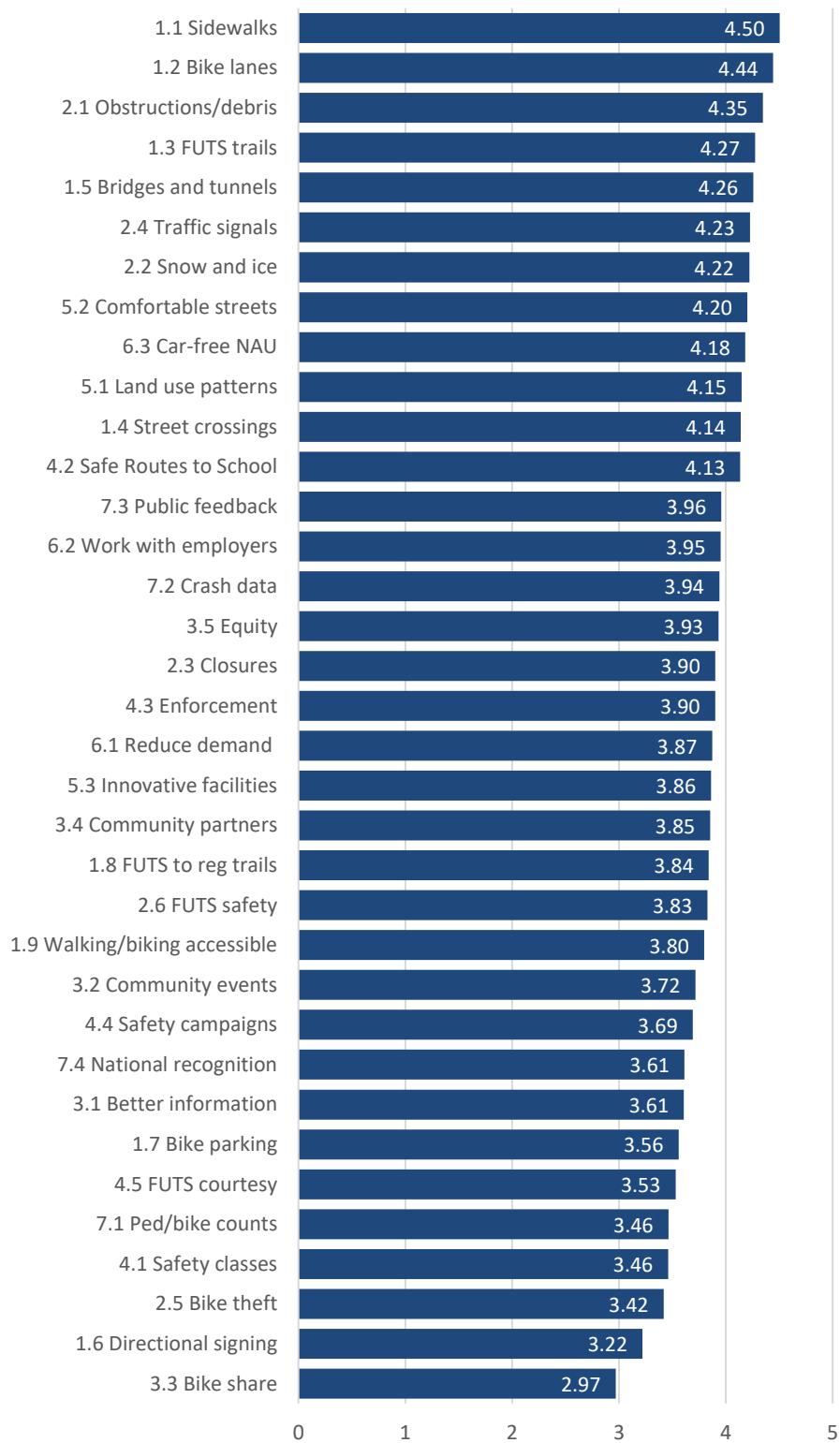




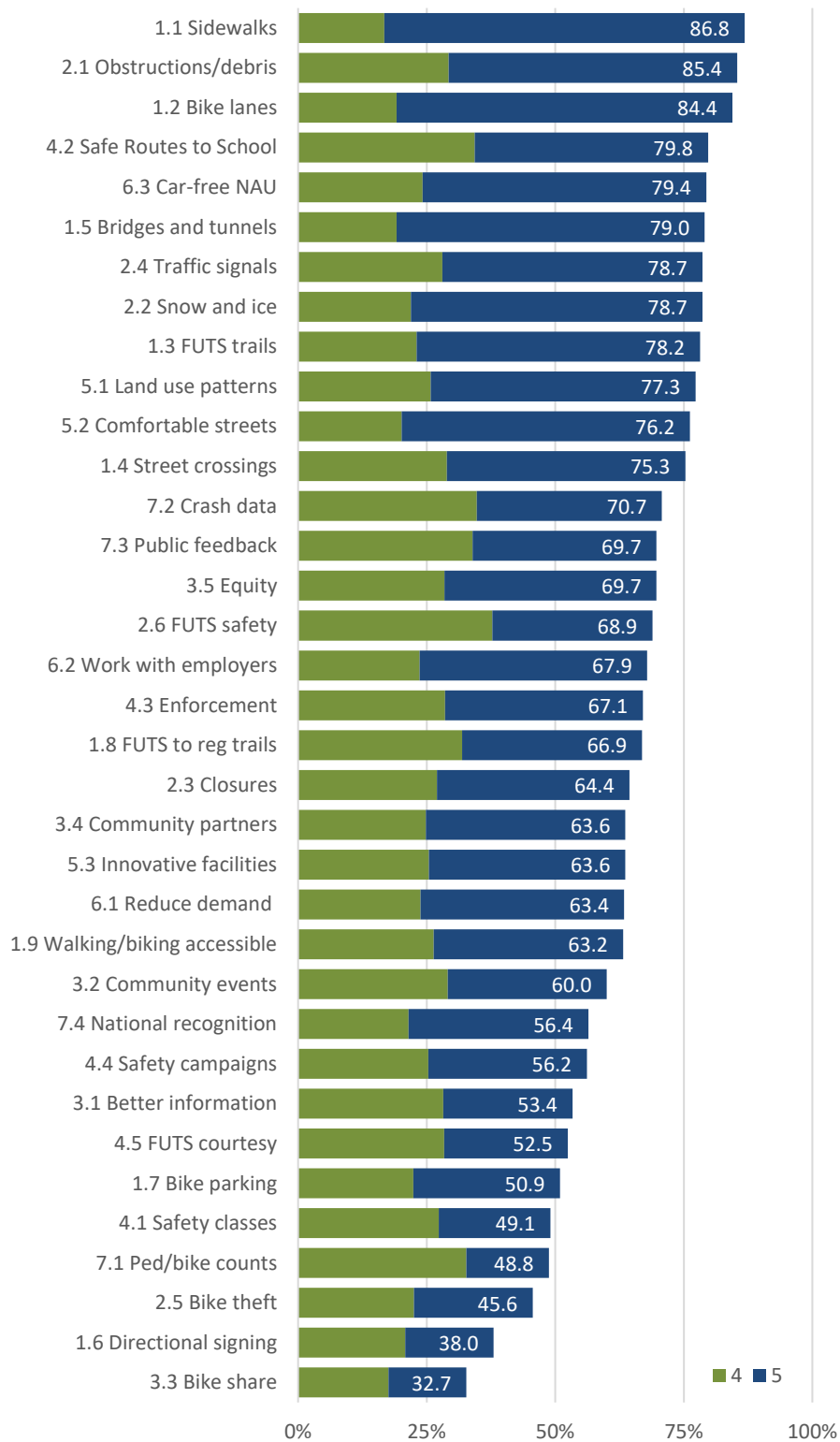
7.4 Seek national recognition for Flagstaff as a walkable and bikeable community



All strategies ranked by average score



All strategies ranked by combined percentage of 4 or 5



## Vision statements

This section summarizes the vision statements submitted by applicants for walking, biking, and FUTS. Results from the vision statements are presented in three ways:

- First, all of the vision statements have been assigned keywords to summarize general themes expressed in the vision. Word clusters are generated from the keywords to illustrate which themes appear most frequently.
- Second, a number of representative vision statements have been culled from the overall for each topic
- Finally, all of the submitted vision statements for walking, biking, and FUTS are listed in the appendix at the end of this document, beginning on page 37.

### *Summary of visions*

Safety is by far-and-away the most frequent theme in all of the vision statements.

All three – walking, biking, and FUTS - include significant mentions of connectivity and access. These themes express the idea that walking and biking networks should be complete and without missing segments, that it should extend to all areas of the community, and that it should provide access to places where people want to go.

Sidewalks are an important component of the walking vision, and bike lanes are central to the biking vision. FUTS trails also figure significantly in both walking and biking visions

For FUTS, vision statements frequently reference expansion of the system and closure of gaps; as well as the importance of using the FUTS to get places (commuting), access to open space, and FUTS dual role of recreation and transportation. A number of FUTS visions indicate an appreciation for FUTS as a community resource.

Walking vision – keyword cluster



*Representative WALKING vision statements*

- Providing walkable access to basic needs
- To reconnect neighborhoods that have been split by large roads
- Make Flagstaff nationally recognized for walking accessibility
- Crossing streets without the fear of being hit
- Drivers need to be more aware of pedestrians
- That all neighborhoods should have access to FUTS
- To be able to safely walk to work, stores and entertainment all over Flagstaff
- Safe sidewalks for children to walk to school
- Safe walking opportunities in all parts of town for those who desire to walk
- Flagstaff is safe and walkable in a way that is accessible for all neighborhoods and communities
- Frequent buses allow for easy pedestrian travel anywhere in the city
- Flagstaff should aspire to a very walking friendly city - a person should be able to safely walk anywhere in town
- To have a safe and beautiful walk no matter where I go
- Good sidewalks and polite drivers
- Clear and safe sidewalks in winter
- Safer road crossing
- More sidewalks especially in lower income neighborhoods
- People on the streets interacting with each other and going about their business in a less-rushed, more human-scale mode of transportation

Biking vision – keyword cluster



***Representative BIKING vision statements***

- More bike racks downtown
- To be able to safely and quickly bike to all major daily destinations in Flagstaff from my home :)
- A comprehensive, safe, and inter-connected system of bikeways, trails, safe crossings, and bike lanes
- Safe infrastructure design at intersection for cyclists
- More bikes on the roads than vehicles
- Be able to bike downtown without having to be on the roads
- A system where most people choose to commute by bicycle rather than car because cycling feels safe and has enough routes and facilities to enable most people to get to most of their destinations with ease
- Bicycle paths that are separate from vehicular traffic and which can take bicyclists most places in Flagstaff
- A community that rallies around cycling as a viable means of transportation AND recreation
- A culture of bicycling awareness
- To have clean and clearly marked bike lanes on most roads
- Continuous routes that connect neighborhoods, work places, schools, shopping and recreational opportunities with minimal motor vehicle interaction
- No plowing snow into bike lanes
- That bicycling is safe, encouraged and supported by all parties, local and state governments
- Flagstaff is more friendly to bicycling and supports pedal power as well as automobiles in its road systems
- More connectivity and safer major road crossings
- More protected bike lanes



FUTS vision – keyword cluster



***Representative FUTS vision statements***

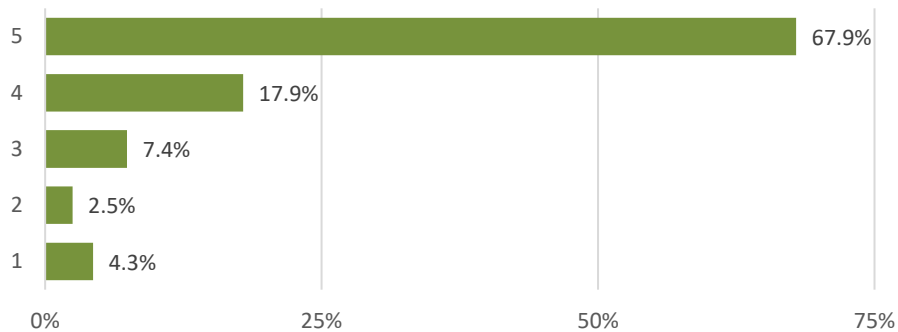
- Equality between all modes of transportation in Flagstaff
- Encourage more and more of us to get out and enjoy our wonderful natural environment here in Flag
- People both recreating and commuting in beautiful, quiet scenery, getting most places they want or need to be through the FUTS network
- Creating runnable and bikeable trails throughout the community that are accessible to all
- Better connections between the trails we have, so they are a safer commuting option
- To have them all interconnect, to make it possible to get anywhere in town using mostly FUTS
- Integrate into bike lanes and sidewalks
- To continue to connect people and neighborhoods together, and continue to expand into farther areas
- Continued maintenance, expansion, and protection of this incredible resource
- Easy access to all areas of town
- Connected with sidewalks for easy, beautiful walks for leisure and commuting
- Connection from city center to forest no matter what part of the city you reside
- To touch all neighborhoods
- Trails system providing recreational pathways which also serve to connect residents to commercial areas, natural spaces, and neighborhoods
- Design to be part of the natural landscape with feeling of being in the "woods"

## Other questions

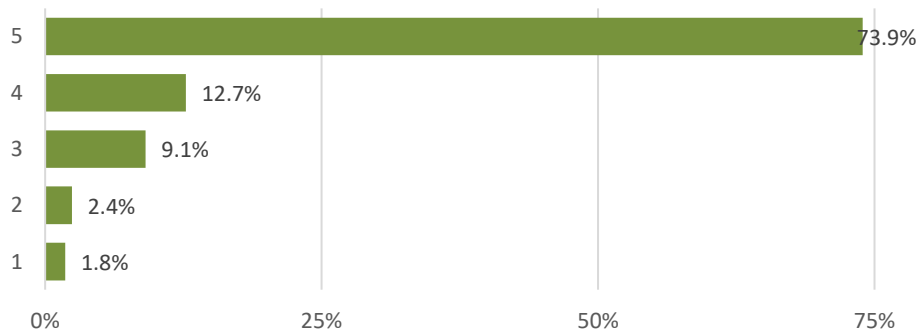
A series of five other questions asked respondents to indicate their level of support for topics related to implementation of pedestrian and bicycle facilities. For these questions, a score of 5 indicates strong support and 1 indicates no support.

Individual results for the five questions are depicted below and on the following page. Summary rankings for all five questions appear on page 27.

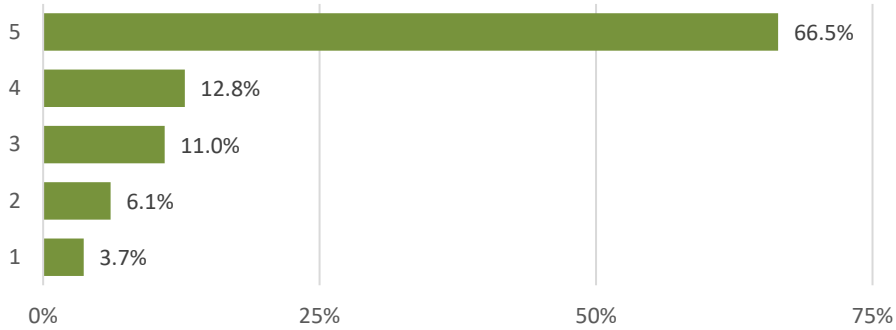
### O.1 I support the additional funding for pedestrian and bicycle facilities through renewal of the City's transportation sales tax



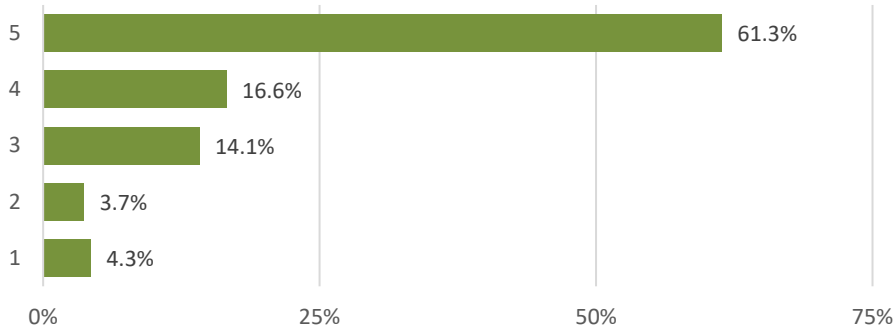
### O.2 I support the construction of pedestrian and bicycle facilities in conjunction with new development or redevelopment



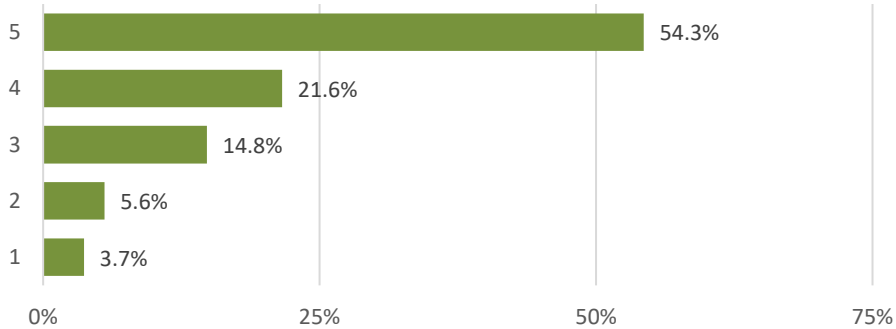
O.3 I support adding sidewalks and bike lanes where they missing, or making existing sidewalks and bike lanes wider, even if it means eliminating on-street parking or reducing the width of vehicle lanes



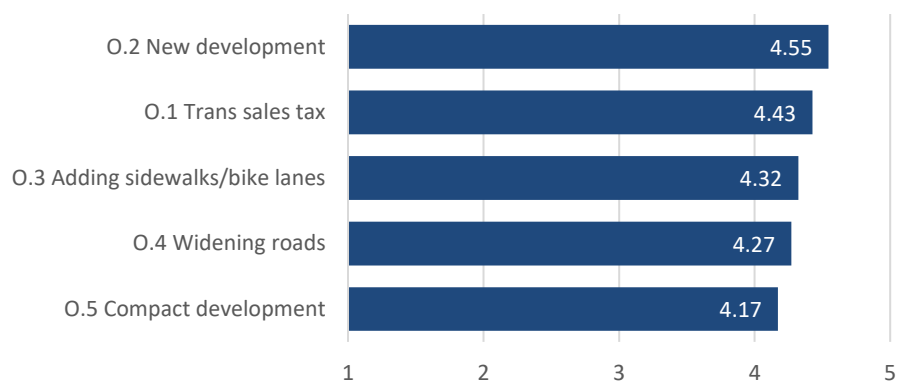
O.4 I support widening roads to enhance walking and biking facilities over widening roads to add vehicle lanes



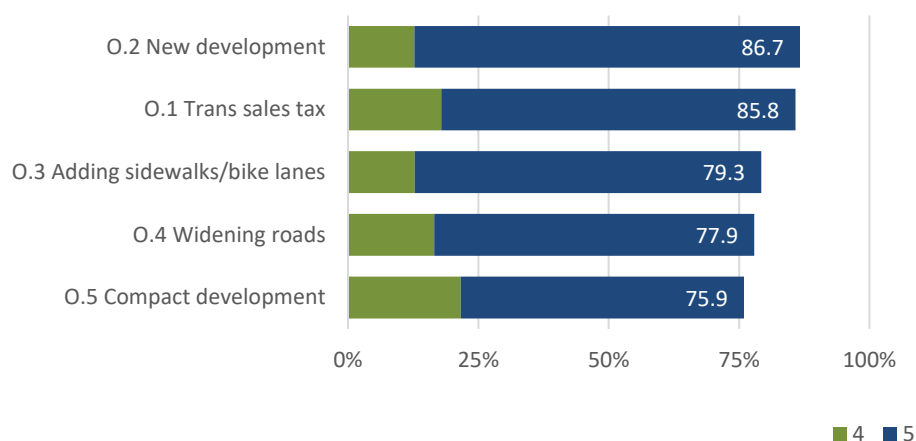
O.5 I support dense, compact, mixed used development that encourages walking and biking



Other questions ranked by average score



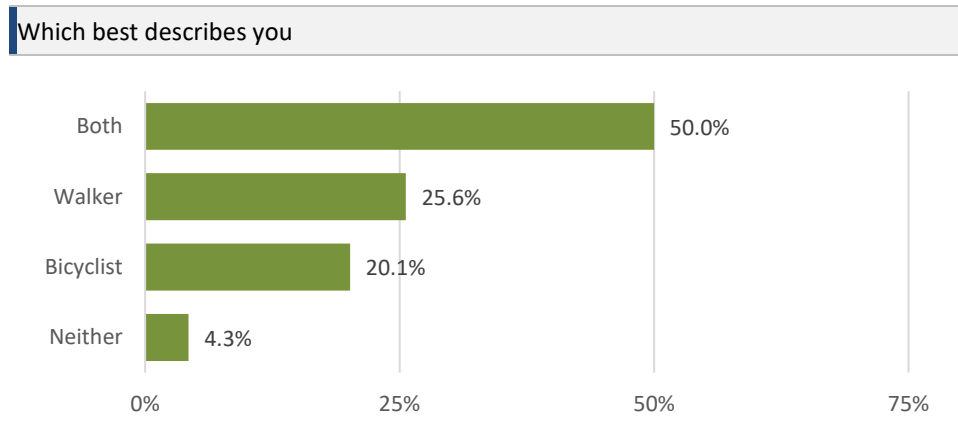
Other questions ranked by combined percentage of 4 and 5



## Respondent profile

Respondents were asked to indicate if they are regular walkers or bicyclists (more than a few times per month), are regular walkers and bicyclists, or are neither.

Half of respondents self-identify as both regular walkers and bicyclists. About one in four respondents are regular walkers, and one in five are regular bicyclists. Only seven out of 167 respondents indicate that they are neither regular walkers nor bicyclists.



## Additional comments

At the end of the survey, respondents were afforded an opportunity for additional comments. All 72 comments – unedited and unfiltered – are reproduced below.

### Additional comments

Establish FUTS along public areas of Rio De Flag- I love the FUTS!

Support ADOT intersections-more important within city. State roads inside our city are stupid crossings-makes cyclist make bad choices.

Please continue on what you are doing! FUTS are one of the most benefits of living in Flagstaff

Please continue on what you are doing! FUTS are one of the most benefits of living in Flagstaff

Thank You!

Bike commuting in winter is difficult because bike lanes get filled with snowbanks or gravel. It would be great if the city could either plow and sweep bike lanes or build more connectors between quiet neighborhoods so it would be possible to avoid busy roads.

The construction crews always put "Bike Lane Closed" signs about a 1/4 mile ahead of the actual closure, forcing me to ride in dangerous traffic lanes for a longer distance. Bikes don't need as much distance as cars to react, brake, and change lanes, placing signs 30-40 feet before a closure would be safer.

I think Flagstaff is a great cycling community. Infrastructure for biking is good. Some roads need improvement (very rough). Two things I would strongly advocate for: 1) motorists and cyclists need to follow rules and be made aware of rules and laws and 2)more bus frequency

Down with CARS! ;)

-Police need to learn more about cyclists rights

-Texting and driving is really terrifying for cyclists. There should be more awareness around the dangers of texting and driving--and tickets

-What about using some money from parking meters

Lighting on FUTS trails within city/high use areas/urban to improve safety. esp RTE 66

Seek financial opportunities to enhance trail management on city, county, and forest service lands. Work with commerce for such opportunities, grants, bonds, BBB \$'s

Clone Jack Welch, bike+walk champion extra-ordinaire!

Signs informing cars that they are required to give bicyclists 3 feet, like the one on the way into town on Lake Mary Rd.

Thank you for asking for my input! Good job tonight on the forum and voting process

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Trash is a constant problem. Let's have some trash cleanup days along the FUTS

---

There are road crossing like Cedar and 180, most of Butler and near I-40 and NAU that are problem areas.

---

It would be nice to have the bike lanes and sidewalks away from the roads so we don't have to inhale exhaust or worry about crazy drivers. It would also be easier to keep them clean from snow if the plows aren't pushing snow from the roads on to the sidewalks.

---

I'd encourage the city to monitor (or continue monitoring) the source (and endpoint) of vehicle trips into the city, in order to provide transit or other modal alternatives. The airport; Fort Tuthill; residential concentrations in Doney Park or Cosnino; residential and cultural centers out along 180 -- all of these are important long-term opportunities to supplant numerous private vehicle trips.

---

That last question, the one about dense compact mixed use development makes me think of monstrosities such as the hub. Flagstaff does not need to kowtow to NAU and help them achieve their goal of 45,000 students by 2025. There are enough students here. Who is running this town, NAU, or the city?

---

I would like to see a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic.

---

On the third point above (support sidewalks/bike lanes, even if it means eliminating on-street parking or reducing the width of vehicle lanes) I checked "5" but I don't actually think reducing the width of vehicle lanes is a good idea, I only support that statement for the rest of the sentence. Reducing the width of vehicle lanes will likely just lead to people running over cyclists in the bike lane because they aren't able to stay safely in their narrower lane.

---

Also, on a few of the questions it referred to putting in sidewalks/bike lanes on "busier" streets. Be so careful with this! Putting in a bike lane on a road where people are driving 40 mph, will NOT be a safe option. Please don't widen streets just to have higher speed limits, then put in a bike lane and expect that it will be safe enough. Alternatively, create traffic patterns that allow the traffic to flow at lower speed limits. Or, if it is a higher speed limit road, create bike facilities that separate bikes from cars. Street widening will only lead to MORE cars, not safer streets and not reduced vehicle travel.

---

Personally I prefer not to build more roads. I prefer to block off or narrow existing roads to support safe walking and biking, and to slow vehicle traffic down to promote people to get out and walk bike. Studies in London show that when you design cities around walking and biking and not vehicles, rates of walking and biking go up. No one wants to bike and walk next to exhaust fumes flying by you at 40+mph. Make more of the city agreeable to walking and biking safely, with places to lock up a bike.

---

Instead of using plows to clear FUTS (since they always rip up the irrigation that my HOA pays for) use snowblowers. Seems like you could figure out a way to attach to a quad. You are doing better clearing after storms, keep it up.

---

I think the most important thing that can increase bike and pedestrian commuting is having SAFE routes available to where people need to go. I cross Milton and ride down Butler on my daily commute, and even as an experienced city bicyclist, it's a bit scary sometimes. I can definitely see a commute like this deterring a new bike commuter. Flagstaff has nice bike lanes and paths where they exist, but the way bike lanes

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disappear near many intersections, and the lack of good crossings at major roads and train tracks, is a big problem. Improving connectivity would do a lot to make bike commuting safer and encourage more bike commuting.

---

Also, regarding the survey questions about whether incentives/programs to discourage driving and encourage biking/walking are a good idea, I think incentives that make biking/walking cheaper or faster than driving are the only ones that actually work. For example: increase the cost of parking downtown or at NAU to accurately reflect the value of property locked up in asphalt, ask NAU to restrict parking pass sales to students living within a certain radius of campus (for example, my undergrad university only sold parking passes to commuters who lived more than a mile from campus, or who had an extenuating circumstance like a handicap or a job with crazy hours), build fewer parking spaces and more bike racks in new developments so it's easier to bike than drive, put some more bike racks downtown so bike commuters can lock their bike close to their destination.

---

West 66 (Home Depot to Railroad Springs) needs connecting sidewalks, and Railroad Springs needs a bus stop. Thanks.

---

I feel that Flagstaff is laid out in such a way that would be very amenable to active transportation. With our great weather throughout the year, there is no reason that Flagstaff can't be one of the most walking/biking friendly towns in the U.S. With the increasing concern of traffic congestion throughout town, I think the best solution for the overall health and wellness of the city of Flagstaff is more active transportation!

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Pedestrian crossings where the pedestrian can not see the flashing light are worse than useless.

---

How did the Arizona Daily Sun get to develop their new building without a sidewalk? It is now a bus stop without sidewalk access. The city should enforce all development codes on all developments including their own.

---

Redeveloping the areas around the university with dense compact development and limited parking is the only way to get students with a "western" mindset that they must have a car to give it up. The HUB achieves that although I wish the council had worked with the developer to get a better looking project, instead of attempting to stop any project.

---

Please establish protected bicycle and pedestrian trails along Milton.

---

I put a 2 for the 4th question because I'd rather see space taken away from cars then widening roads, even if it is for pedestrians/cyclists. A car free street in downtown (i.e. Le Roux) would be a huge step towards better walking/cycling and economic development in that area. The most profitable downtowns have pedestrian only areas with shops and cafes on the streets, bringing people and life to those areas. I think we need to prioritize active modes, not just make them equal with cars. With cycling promotion, we need to promote how fun, convenient, and enjoyable it is to cycle, not to be safe or pay attention (i.e. helmets), cycling should not be perceived as unsafe and that you have to wear a helmet. The infrastructure should be designed in a way to slow down car traffic (i.e. narrowing roads) and connective and prioritized for cyclists so it safe for everyone (children and inexperienced) to cycle. Thank you for my rant :)

---

I love the resources we have and use them daily! There are gaps in the FUTS network that would make it safer. It's also a huge bummer that the buses don't run later,

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especially on weekend nights. And finally, really specifically, University Ave between Milton and Yale REALLY needs sidewalks!!

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Please make our streets more bike friendly with shoulders and lanes that would encourage people to use bicycles as transportation. Please include open space, trails, and bike paths as mandatory inclusion with new development.

---

I hate to mark each item as "strong support" but I support all ways to make Flagstaff a safer city for walkers and bicyclists. Yes to more connectivity! Yes to greater safety! Yes to encouraging more people to bike and ride! Some of the items seem like they would not cost too much (like encouraging businesses to promote walking and biking and working with the police to promote safety) and some items are expensive (tunnels). Please work on improving pedestrian and bicycle safety in any and all ways that you can. And thank you for working on this. When I go to vacation in other places, what impresses me the most is how walkable the town is. Walking or biking is how I most like to experience a place and I think that improving Active Transportation will make Flagstaff a better place for residents and tourists alike. Thank you

---

Educate people with cars, trucks etc

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Have more bus routes and get more buses on existing routes. Make the downtown connection indoors with benches, vending machines, ticket machines, and accurate time of arrivals for each route with an attached parking garage.

---

Most people who would bike but who don't will cite concerns about safety. Better bike lane, FUTS continuity and bike/ped bridges/tunnels to cross vehicular arteries would make riding and walking much easier and more enticing, and reduce the perception of lack of safety. This would certainly encourage a significant increase in riding and walking and have the additional benefit of reducing vehicular congestion.

---

Most of my 3's mean I have no opinion or am not sure what the question truly means. I think we should support biking and walking a LOT, but cars are a way of life and I would not like to be bogged down in traffic for months or years because of additional road work. That would be yucky!! Thank you for conducting this survey. I think the word about it needs to get out more so people will respond. We all know this is a HUGE issue for Flagstaffians, but I am not sure enough people know about the survey to respond and give input.

---

I think the question asking about keeping clear sidewalks, bike lanes and FUTS trails clear should be divided into two questions. Snow and debris such as cinders must be removed from sidewalks and streets but I don't want snow removed from FUTS trails because they are great for x-country skiing.

---

Also, it is a myth that compact dense development will result in less vehicle use.

---

Businesses are supposed to clear their sidewalks 24 hours after snow. This is a major issue for many reasons. A. They don't. I've called to complain, nothing happens. I see those signs threatening fines, nothing happens. Snow just sits around. B. Many sidewalks aren't adjacent to businesses. The sidewalk by the old Harkins, the sidewalks near the drainage ditch by La Quinta, empty lots, etc not only accumulate snow but are often where massive piles are deposited.

---

Walkability and rideability are important to the city. I only want to live in places where I can walk and/or ride to perform daily activities.

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Look to places like Eugene, OR to enhance roadways in such a way that prioritize bikes and help drivers understand that Flagstaff is a cycling community. Ideas include painting main bike routes green (Butler, Beaver and San Francisco). This is especially important because we have such high numbers of tourists in town who don't understand the local transit system and therefore make mistakes (i.e., nearly killing me as they turn right off Beaver every time I ride down that street). Installing bike sensors and cross walks on main cycling/walking routes would be a next priority (e.g., Clay Ave and Black Bird Roost). I watch pedestrians illegally cross major roads and cyclists having to use cross walks because our current infrastructure does not support pedestrians and cyclists.

---

Thank you!

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Flagstaff should not be widening roads - additional capacity does nothing besides encourage more driving, and congestion eventually stays the same, all while wasting millions in tax dollars. That is not the Flagstaff that people want.

---

Council and the transportation tax should prioritize walking, biking, and transit if we want to do anything about climate change.

---

Flagstaff PD needs to understand laws with bicycles better and be more aggressive on vehicles that do unsafe actions for bicyclists.

---

I would like to see the rail system used in Flagstaff as a means for people to take the train locally.

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We have a lot of great models in other cities and we can encourage more walking and biking. We are the perfect city to have a great attitude to getting out more on foot and bike and that would be contagious and is already with such starting programs as Meet Me Downtown...

---

I'd like the best environment possible for walking and biking but there are MANY different types of biking. You can lead a horse to water but you cannot make him drink. Providing the best facilities and some level of education/information is great. But folks have to decide to make use or not. And what the heck does low income have to do with making use of walking and biking capabilities? Provide the best facilities and folks will use them. Try to mandate and you'll just start an argument.

---

This has all been addressed before in the regional plan and FMPO focus groups but the FMPO feels the need to delete the data and force answers that are contrary to what matters to the community.

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Flagstaff has huge potential to be a National leader in bicycle recreation. Time to make an investment in Flagstaff's future by developing regional trail networks, bike parks, and furthering the FUTS network.

---

I don't really support the dense, compact, mixed use development idea if the infrastructure and incentives for alternative transportation are not already in place. Until there is a mindset that makes walking, biking, and mass transit the "normal" thing, such dense development will only result in a crowded city.

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More mountain trails please.

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Where possible, shielded bike/pedestrian lanes would be preferred. Especially on high traffic corridors like 180, Milton, Sante Fe, 89, and Butler.

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NAU is a tumor for this city and needs to stop growing. These people are changing the values of Flagstaff and do not understand the importance of walking, biking, a small community, or the environment.

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Please improve the safety of attempting to cross 180 at Forest!

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Locals need to be encouraged to get out of their cars. Most bus stops have no bike rack and busses only can take three bikes, so many times we've been left to lock bikes to inappropriate places in the am commute.

---

BUILD THE BIKE UNDERPASS AT FLORENCE STREET TO PROVIDE ALTERNATE ACCESS TO DOWNTOWN AND ELIMINATE POSSIBILITY OF COLLISIONS OF TRAINS NEAR OLD TOWN.

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Revise zoning code to require developers to pay more of their indirect impacts into the bike/ped system. Establish a mechanism to collect these fees that also holds COF accountable to implement the projects.

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Dense, compact, mixed used development \*\*in appropriate places\*\* and in a way that preserves Flagstaff historic areas and unique sense of identity.

---

Thank you for seeking the public's opinions on these issues! Also, cities with bike-share programs are so COOL!! Let's do it! (with NAU's continued increase in student body, traffic and biking/walking is really important to improve. I hope the city gets moving on this.)

---

There are serious safety issues for pedestrians and cyclists along the state highway corridors through town (Route 180 through Fort Valley, and R 89 E of the mall). In particular, the speed limit along 180 from Coconino estates through Cheshire is too high for safe pedestrian and bicycle traffic and street crossings (and auto traffic too), and crosswalks should have flashing light-activated control (at Forest and 180, for example). Installation of light-activation for all crosswalks in that corridor, as are installed on Butler Ave for access to NAU, would greatly enhance ped/bike safety there.

---

I have written ADOT about reducing the speed limits from 35 to 25 mph from Humphries Ave to N of Sechrist Elementary to reduce risk for all users, and the response was that such state highway segments are meant to move traffic quickly so that the 35 mph speed limit could not be reduced.

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Addition of a tunnel for bike/ped crossing of the railroad tracks between Santa Fe and Plaza Viejo has been discussed for years and is long overdue.

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While motor vehicles and bicycles must share roads to some extent, I hope FUTS works to separate the two modes to the greatest extent possible. There is an inherent risk in operating the two together, and that risk falls almost entirely on bicyclists.

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Some goals I marked as low priority are indeed important, but I do not feel that responsibility should fall primarily on FUTS.

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## Appendix: vision statements

All of the submitted vision statements – for walking, biking, and FUTS trails – are reproduced in the tables below. A total of 116 statements were submitted for walking, 121 for biking, and 112 for FUTS.

### WALKING vision statements

ADA Accessible, jogger friendly, pet friendly.

more assets in the crowded downtown?Milton precinct

Preserving the walking viewshed throughout Flagstaff of our surrounding mountains and skylines, which are increasingly being blocked by multi-story, single-use complexes.

Walk in areas that are well lit, but still have the low lights.

Some walking paths separate from vehicular traffic & some sections of downtown that are walking only, at least on certain days of the week

There should be a pedestrian only street in downtown.

Continuous routes that connect neighborhoods, work places, schools, shopping and recreational opportunities with minimal motorvehicle interaction

easy pedestrian access to downtown shops and cultural attractions, facilitated by transit and bike points of access; with similar pedestrian access/connections in the 180 cultural "corridor", the Milton commercial strip, the 4th Street area, and the mall/Harkins/Rt 66 park area.

Providing walkable access to basic needs.

Walkability involves having more shops and services located in neighborhoods. Flags restrictions are too onerous. To get away from "Car Culture" you have to give people the things they commonly need nearby

Abundant quality walking, running, and biking paths throughout Flagstaff, connecting the entire community.

To reconnect neighborhoods that have been split by large roads.

for people to be able to walk everywhere in town from everywhere in town.

I could walk to a TRAIN STATION and get places

To connect urban centers with all neighborhoods

Make Flagstaff nationally recognized for walking accessibility

to get to nature and downtown easily and beautifully.

Easily identifiable

Easy and convenient

A pedestrian center downtown, crosswalks near bus stops, a pedestrian overpass on 180

---

Predictable. Paths should be connected and easy to follow as they cross streets. Cities with a couple of blocks in the center of town that are blocked to traffic are so COOL. Please consider having walking only on a few streets by Heritage Square.

---

All drivers and cyclist be aware of walkers. Find more ways to cross the railroad without waiting.

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To not fear someone running a red light or stop sign as I'm crossing.

---

Crossing streets without the fear of being hit.

---

A pedestrian bridge over Milton Rd. (South of the train bridge) so people can cross to catch a bus at the downtown hub

---

to be able to walk across Milton without having to go four to six blocks out of my way.

---

Drivers need to be more aware of pedestrians.

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Not gentrifying poor neighborhoods

---

trails to get from any neighborhood to downtown that aren't directly next to traffic (ie, sidewalks). Overpasses or underpasses when trail intersects main roads or highways.

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Trails/paths that are quiet, beautified, and removed from smog and other air particulates as much as practicable

---

That all neighborhoods should have access to FUTS

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More access to FUTS trails and maintenance of same.

---

All FUTS segments are interconnected

---

Connecting FUTS to key US forest service trails and county trails

---

Maintain existing paths-then-add more paths

---

To be able to safely walk to work, stores and entertainment all over Flagstaff. This means safe pedestrian routes and ways to cross busy streets. This also means having areas that are secure for solo walkers at the ends of the days. These areas should have some green and be friendly to children and dogs.

---

Safe sidewalks for children to walk to school or anyone to walk downtown or shopping

---

Safe and scenic trails and walkways should be a huge priority, especially since the the pay to park system has been enacted. I frequently see pedestrians put themselves in dangerous situations crossing roads, typically on Milton, 66 and fort valley. This is due in part to the lack of crosswalks.

---

I would like to see pedestrian bridges over high traffic areas. A place to start is on 180 at Meade. There is a bus stop there highly used by FALA kids, as well as patrons to Late for the Train and Fratellis. The need for safety there is high.

---

I would like to see a safe, comprehensive, interconnected, easy to access network of trails so that walkers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic.

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being able to walk around to places of interest in a safe manner (side walks, complete streets, pedestrian bridges, etc.)

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Safe walking opportunities in all parts of town for those who desire to walk; safety including safety from traffic through sidewalks where feasible, or wide, delineated berms, and crosswalks; and adequate Dark Skies-sensitive lighting for personal safety.

---

Sidewalks - sufficient space between car and pedestrian to make it safe and pleasant to walk around town. Additional FUTS trails.

---

Flagstaff is safe and walkable in a way that is accessible for all neighborhoods and communities, and aligns with the natural environment.

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Frequent buses allow for easy pedestrian travel anywhere in the city. Closed city streets create safe walkable urban centers where car transportation does not exist and this creates destination environments.

---

I can get to all the places I want without feeling like a 2nd or 3rd class citizen (to cars). I can travel safely in the most direct line to my destination without zigging and zagging at crosswalks & busy roads.

---

Access to the majority of necessary amenities and services within walking distance and safe routes to walk on.

---

That people in this community are safe to walk where they need to go, that there are many walking paths available, and that the paths connect homes to businesses and outdoor recreation.

---

Flagstaff should aspire to a very walking friendly city - a person should be able to safely walk anywhere in town

---

More friendly town through safe interactions on foot. The more separate from cars the better. Visibility at intersections is critical.

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To feel safe and have more accessible sidewalks!

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Safe extensive and attractive infrastructure

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Safe quiet paths with maximum natural settings

---

Safe connectivity through city limits. Streets pedestrian friendly. Creating ped only roads downtown.

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Safe walking around town and for school children in all neighborhoods.

---

To have a safe and beautiful walk no matter where I go

---

safe trails throughout the community

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Easy access to safe paths and or trails that can be used for basic errands and recreational purposes.

---

I can easily walk without fear of being hit by a car

---

Feeling safe. (right now it seems like drivers don't respect pedestrians, doing things like honking or inching forward when pedestrians are in crosswalks to let the walkers know that drivers are superior)

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Safety! Good sidewalks and polite drivers

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Safe, tree-lined passageways throughout the city with an emphasis on native species landscaping. Lighting should be achieved with small solar panels and/or building-

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integrated photovoltaics. Surface should be a mixture of dirt, pavement, and integrated-photovoltaics where appropriate

More paths, safer road crossings

City would clear all city owned sidewalks to allow pedestrians access to safe travel during snow storms.

Clear and safe sidewalks in winter

Be able to get to stores, events safely

to be able to safely walk anywhere. Connections from neighborhoods, retail, campus, downtown.

Get to places easily, quickly, and safely

Safe crossings and prioritization of pedestrian modes

Enjoy the nature and be able to commute without feeling vulnerable to motorists

that I can walk safely all throughout Flagstaff

To be able to walk anywhere and feel safe at any time, day or night!

You can walk safely everywhere.

Easy access, safe passage.

easy and safe

Safer road crossing, bridges and tunnels

That intersections provide sightlines which ensure the safety of pedestrians

Safer environment for walkers, Education focused on driver's need to pay attention to walkers and bikers

A safe distance from Vehicle Traffic

To have adequate sidewalks and feel safe

Feeling safe!

Keep everyone safe

To feel safe when alone!

Walking safely without having to move for bikes.

Walking with limited noise from cars and trucks.

Well connected, beautiful sidewalks/FUTS with signage acknowledging Ped rights/paths

To be able to walk without fear of being hit by a car. I would also love to be able to walk the sidewalks in the winter.

To be able to walk from anywhere to anywhere in town on sidewalks or paths, without being threatened by automobile traffic. Preference at crossings should be to pedestrians, and crossings of major roadways should be conveniently located.

accessible and complete sidewalks; signage for trails



Sidewalks with parkway and landscaping (natural or enhanced) with separation from roadway where feasible.

Usable sidewalks in all areas year round

Sidewalks and appropriately placed cross walks (4 way at intersections), and the density and land use to complement. Tunnels or ped bridges to cross high traffic streets (Milton)

Closing Aspen to cars, police enforcing encroachment on sidewalks

Sidewalks that connect to each other and are clear of snow and cinders (

Nice sidewalks

Sidewalks next to all roads, with as much greenery as possible.

More sidewalks especially in lower income neighborhoods

Downtown - lit and smooth surfaced, outside of that, connected to all major trafficways.

Walking is healthier than driving. Pedestrians should not have to walk in the street. We have good sidewalks and urban trails in many parts of Flagstaff. Let's make it a priority to build the missing links.

Sidewalk improvement

Keeping sidewalks clear in the winter.

Sidewalks are kept clear.

completed sidewalks, or a sidewalk in itself in some places

more sidewalks

More sidewalks on main and secondary roads

sidewalks

sidewalks

Sidewalks on all busy streets and side streets that are used often by walkers.

Clear bike lanes better in winter (plowing and sweeping gravel) to encourage more 4-season commuting

Most of this, especially downtown, is good. Some areas don't get shoveled enough or at all in the winter.

Please start ticketing land owner and businesses for not removing snow and ice with 48 of a snow storm.

Having cheap and RELIABLE public transportation so that I can reliably walk to bus stations to visit other areas of town.

Fulfilled

Continue the incredible work that has been done to make Flagstaff a great place to walk, run, and bike

People on the streets interacting with each other and going about their business in a less-rushed, more human-scale mode of transportation.

keep it real

## BIKING vision statements

Protected bike lanes (8 to 80)

Equal treatment (+funding) of all modes

Everybody bikes and/or walks feeling safe, building community, no need for car parking plenty of bike racks

Motorists and cyclists are aware of laws and safety and follow them

More bike racks downtown

A bike lane going all the way on Lake Mary

To be able to safely and quickly bike to all major daily destinations in Flagstaff from my home :)

A comprehensive, safe, and inter-connected system of bikeways, trails, safe crossings, and bike lanes. You should be able to bike or walk from anywhere to anywhere unimpeded by vehicular traffic.

A trail system that attracts people to Flagstaff. No bikers, runner or walkers hit by cars. A trail system that serves commuters, students, recreational users and athletes training

Less accidents PLZ

Feeling safe and providing walkers and bikers with well lit paths and lanes!

Keep nature in the mix--not too much concrete and pavement make-up of trails

Keep scenery active part of trails

Motorists and cyclists are aware of laws and safety and follow them :)

Safe infrastructure design at intersection for cyclists

Stay out of the bike lane

A weekly or bi-monthly social ride, where there is an open registry to lead giving everyone to enjoy bicycling in Flagstaff no matter skill level

More bikes on the roads than vehicles.

none

Be able to bike downtown without having to be on the roads.

something like Denmark! Plentiful bike routes and corridors for commuting and shopping, preferably with enough separation/buffering to feel very safe. Bicycling shouldn't be just for the athletic and the adventurous risk-taking mountain biker, but also for the very young and the middle-aged commuter and the elderly.

Love Bicycling keep it up. Work with FUTS to provide alternatives to car shopping everywhere

Bicycle paths that are safe for the bicyclist.

Keeping trail access open from town to forest.

More consistency. That means bike lanes that just don't end in the middle of the street, or connections that make sense.

I have used impressive trails and bikeways in Fort Collins and Boulder, CO. I would love for citizens to be able to go for a leisurely ride or to commute constant barrage of no trespassing signs and lack of reasonable bicycle routes in housing subdivisions such as Lockett Ranches

Easily identifiable

I would like to see a safe, comprehensive, interconnected, easy to access network of trails so that bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic.

Smooth sailing from one side of town to the other.

to expand to outlying neighborhoods

A system where most people choose to commute by bicycle rather than car because cycling feels safe and has enough routes and facilities to enable most people to get to most of their destinations with ease.

Feeling safe (not enough bike lanes, especially on Milton. Plus the arrogant driver problem)

Wider bicycle lanes

at least 3 percent of all public roads dedicated solely to walking/biking/running, to be distributed evenly throughout the city and where all urban pathways are signed and exhibit clear continuity.

Paved trails throughout for people to bicycle safely to work without having to bike on streets.

safe bike lanes

safe shoulders on rural/ suburban streets (like Beulah from Fort Tuthill to Lake Mary)

Bicycle paths that are separate from vehicular traffic and which can take bicyclists most places in Flagstaff

Improved bike infrastructure at difficult/dangerous road crossings and better connectivity of the bike network

to make it easy for bicyclists to be safe.

Bicycling safely in traffic.

safety

A robust and connective bicycle network with safe infrastructure design at intersections and more segregated bike paths on high traffic streets (Milton and Route 66)

Safe biking and complete trails.

Bike paths separate from streets (bike lanes) with underpasses/overpasses when intersections with main streets or highways occur.

Safe, marked bike lanes and sharrows, and traffic signals that respond to bikes!

Easy, convenient

A community that rallies around cycling as a viable means of transportation AND recreation. Access to trails and safe paths from a multitude of points around the city

enable citizens to commute, run errands, and recreate right out their back door. It's not a question of infill versus sprawl it's a question of access to open space via safe bike paths, lanes, and trails. The reason people live in Flagstaff is to be outside, the trails are our lifeblood.

Bicycling is much cheaper and healthier than driving a motor vehicle. Bicycles use far less petroleum, take up less room on roads and parking lots, cause far less impact to roads, and make no smog. We already have some very good bike paths and trails in Flagstaff. I'd like to see a more complete system, so that people can safely use bicycles for all their daily travel needs, to work, school, shop, and play.

Safety! Well marked bike lanes and a culture of bicycling awareness

teaching bicycling courtesy when on the trails

Provide education to drivers on bike lanes in town. Painted bike lanes and even curbs separating the bike lane. Find ways to cross the railroad without waiting 0

being able to bike to places of interest in a safe manner (bike lanes, bike traffic lights, bike rental facilities)

Connected trails that are utilitarian, eg. safe biking to grocery stores and business. Bikers need training ; also there should be regulations requiring lights, reflectors, etc

That people in this community are safe to bike where they need to go, that there are many biking paths available, and that the paths connect homes to businesses and outdoor recreation.

Bike lanes elevated above the roads so it's much safer to bike.

To have clean and clearly marked bike lanes on most roads.

is to be able to safely cycle as a means of transportation and for exercise all over Flagstaff. In some areas this will mean separate bike paths and in others safe bike lanes within the traffic corridors. Bike lanes and paths should link up (i.e. not suddenly end) and provide passage all over Flagstaff. These lanes and pathways need to be cleared in bad weather, just like they are for auto traffic. There should be many safe places to secure a bike in and around Flagstaff. Ideally, between the pedestrian and biking corridors, it should be possible and desirable to live, work or study in Flagstaff without an automobile.

Commuting by bike is a necessity for work/school for many, commuting cyclists need cleared snow and predictable detours.

for cyclists to obey the rules of the road.

Flagstaff should aspire to be a very bicycle friendly town. A person should be able safely bike anywhere in town.

Continuous routes that connect neighborhoods, work places, schools, shopping and recreational opportunities with minimal motorvehicle interaction

to be safe when riding with the kids, to be in nature, and be able to tool around downtown safely!

Slow the traffic.

bike lanes

provide biking education for safe biking, larger biking lanes

Not a bicyclist, but I would certainly support improvements where needed to improve bicycle safety. I particularly have noticed the lack of any accommodation for bicyclists along Butler Avenue, an important artery, south of I-40.

Bike lanes or wide sidewalks

We are in desperate need of more north-south bike paths and bike lanes. Flagstaff is known for it's massive population of commuter cyclists, however, I wouldn't call it a particularly bike friendly town. It would be very helpful to have Flagstaff PD do a campaign to monitor motorist behavior and give citations for endangerment of cyclists.

Safe bike lanes, to be able to ride through town without fear

increased urban trail system and designated bike lanes; awareness from drivers

This one is tuff, i ride and drive, always a few riders that give riders a bad wrap unfortunately, i have seen then riding down the one way street s the wrong way and on side walks. Maybe some signs reminding them to follow the laws of a moving vehicle too or get a ticket.

Safe paths with as mush natural non shared roadway as possible

No plowing snow into bike lanes

Abundant cycling trails and paths. Also, SAFE bike lanes throughout the city. I would love to see Flagstaff be an exemplary cycling community.

Better bike paths which actually lead to business centers, etc., not just a path winding through the woods.

Protected bike lanes, if bike lanes are unprotected then paint them a different color

that I can bike safely throughout Flagstaff and have designating bike routes

Protected bike lanes and creating safe biking for people from age 8 to 80

Usable bike lanes and trails year round

That bicycling is safe, encouraged and supported by all parties, local and state governments

A fabric of our community that is embraced, safety-conscious, and highly encouraged

Connectivity of safe bike routes with all regions of Flagstaff.

Bike lanes on every Main Street. Especially safe passage to the Flagstaff Mall.

I can easily bike without fear of being hit by a car

Flagstaff is more friendly to bicycling and supports pedal power as well as automobiles in its road systems.

More (proper) bike lanes, and better enforcement and informing of current cycling laws.

Add color enhanced payment to roadways to keep vehicles in their lanes.

I could bike to a TRAIN station and get to outlying areas in Flag

To have a network of safe and signed bike lanes and ample secure bike parking. And to have more bike racks on the city buses.

Safety, connectivity from downtown to all outlying areas

Away from major car roads, clear surfaces

A national model on how to do multi model correctly. Safe routes for all bikers.

To have bike lanes throughout flagstaff and that the police will actually ticket offenders.

Designated lanes/paths/ for cyclists and safe routes. Education for BOTH cyclists (all ages/kinds) and drivers on how to SHARE THE ROAD/Path and RULES

That there are safe east west and north south paths

More bike paths thru town ,and on all main streets.expand the bike park

Well marked bike lanes! PSA's to keep Flagstaff bicycle friendly.

I have a great collection of safe choices of FUTS, bike lanes etc to get to my destination without backtracking or gratuitous steep grades. I'm not always deferring to the needs of cars.

Progressive Mountain Bike Style Trails Everywhere

That shared roadway bicycle lanes are a part of our ugly bicycling past and are replaced by true separation of traffic

I would like to see Flagstaff become even more bike friendly with more bike lanes and more development of the FUTS trail. Flagstaff has a great mountain biking culture that should not be overlooked as well.

Safe and courteous

Transitioning away from using roads.

More off street bike paths for commuting safely.

Ability to safely and efficiently access all flagstaff neighborhoods and commercial districts via bicycle.

Better bike lanes for access to downtown from University Heights.

A large majority begin to participate because it becomes a safe and quick way to move through the city.

I want to be able to bike across the town east to west and north to south. Integrating a street of "bike and pedestrians only" would be incredible.

singletrack sidewalks -- Also, more trails please! (specifically natural trails) My only complaints are Milton, disappearing bike lanes, & the traffic lights that don't see bikes. These all fall into the problem of bikes being defined as cars, or equivalent to cars.

Better division between bike and motorist lanes

More connectivity and safer major road crossings

Better connectivity and paths to outlying bedroom communities.

Stay off main streets. Safety.

More protected bike lanes. Better Law enforcement of cycling laws in order to improve cyclist driver relations

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Feeling of safety during the commute.

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Bike lines - sufficient space between car and pedestrian to make it safe and pleasant to bike around town.

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more bike trails, not necessarily more road bike lanes

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ditto

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More bike paths along the main thoroughfares for safety. Such as Milton. In order to go south through town, a rider currently needs to go on sidewalks or through NAU to remain safe.

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Having the capability of navigating by bicycle throughout Flagstaff on city streets with well signed bicycle-only lanes and right of ways.

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## FUTS vision statements

Fix Butler East of Little America so it is safe to walk or bike on.

Better education for none FUTS people (More people on bikes)

Working w/ the other land managers in the Flagstaff area (i.e. County, forest service) to develop a sustainable funding mechanism for all jurisdictions

A seamless, safe, well-maintained bike/ped system--we're on own way. Keep it going!

Equality between all modes of transportation in Flagstaff (lane #'s, total miles, respect, up keep)

Clone Jack Welch

Encourage more and more of us to get out and enjoy our wonderful natural environment here in Flag

Keep Flag Beautiful

Walk or bike for every trip under three miles

More nature! More animals

More connectivity with the trail! :)

People both recreating and commuting in beautiful, quiet scenery, getting most places they want or need to be through the FUTS network.

Connect areas of Flagstaff with hiking and biking trails in the forests

continued development of trails linking neighborhoods and commercial centers within the city, but also continued addition of connections to the recreational trail network outside of town and eventually major corridors or connectors to residential centers like Doney Park or Cosnino (for future potential commuting).

Expand to the new areas too

Safely walking the FUTS without fear of bicyclists making you get out of their way or transients asking for money

Continuing great efforts to date. It makes our city unique and friendlier.

A network that is better connected and equitable throughout Flagstaff, not just the west side of town.

Creating runnable and bikeable trails throughout the community that are accessible to all

Easily identifiable

I would like to see a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic.

An unbroken web of smooth, mostly dirt/cinder paths that transition you across Flagstaff.

expand to outlying neighborhoods



a multi-modal, multi-purpose system that allows for both recreation and safe routes for non-motorized transportation.

no opinion

Expansion

Safe, tree-lined passageways throughout the city with an emphasis on native species landscaping. Lighting should be achieved with small solar panels and/or building-integrated photovoltaics. Surface should be a mixture of dirt, pavement, and integrated-photovoltaics where appropriate

Maps available that show all the trails with names to direct riders.

to continue maintaining and expanding the FUTS

have more and keep them clear in winter

The FUTS expanded to cover more areas.

Better connections between the trails we have, so they are a safer commuting option

to have them all interconnect, to make it possible to get anywhere in town using mostly FUTS.

An alternative route for travel and exercise without the traffic.

extensive network

Being able to reach recreation places and connections through town without interacting with motorist traffic

More trails...good for people's health!

maintained and safe for women walking/biking across town by themselves

That they are cleared of snow in the winter so we can still use them.

Easy, convenient, and connects the city

A network of FUTS trails that are accessible across the entire city allowing for citizens to commute to work and or school, access restaurants and other social hubs, and run errands in a safe way.

We already have some very good paths and trails in Flagstaff. I'd like to see a more complete system, so that people can safely walk or bike for all their daily travel needs, to work, school, shop, and play.

I love the FUTS! I would love to see all parts of town and the adjoining forest connected by FUTS

better drainage in some areas, and snow clearing on heavily used paths

Provide some lighting at night and make usable year round. Integrate into bike lanes and side walks

being able to traverse Flagstaff without having to deal with vehicles.

In the interests of public health and the environment we should have a walkable city. FUTS is doing a nice job.

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To continue to connect people and neighborhoods together, and continue to expand into farther areas.

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Having maintained paths that connect pave paths and bus stations.

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That they continue to provide a safe way for my kids to get around town, away from traffic. We love them and use them daily. I would like to see dogs on leashes and waste picked up.

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A full series of pathways to encourage and facilitate pedestrian and bicycle movement and exercise. The FUTS should link up nicely with regional trails and access points. The FUTS should be safe to use throughout the day and at all places.

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Increased use, particularly at under passes so they stay clear of people living in them. More underpasses.

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to enjoy a peaceful stroll without worrying about being hit by a cyclist or a skateboarder.

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Continue to expand/maintain to support walkability and bicycling visions stated above

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To be a legitimate and vital part of transportation system in Flagstaff

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Continued maintenance, expansion, and protection of this incredible resource. We are so fortunate!

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Increase 'em.

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keep it going!

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to be safe and connected

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What a wonderful resource for all residents, wherever they live. Keep them maintained and expanding.

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Maintaining the current awesomeness

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FUTS is a gem in our community. Chiefly due to its ecological and scenic nature. Everything possible should be done to protect and preserve the plant and animal biodiversity along the trail.

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Expand accessibility for walkers and bikers

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Keep building!

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More of it

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It's cool, expand it

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clean continuous route, well marked and safe

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Completion of FUTS, with additional spurs for access. FUTS is a treasure for our city. Incorporation of benches/small sitting areas/gardens would be cool, too.

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Safety for all!

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Connectivity! You are already doing a great job though.

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that the FUTS extend throughout Flagstaff in a way that allows me to walk or bike town on a contiguous FUTS path.

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Connections to on-street bikelanes and sidewalks to help people commute to school and work with the FUTS

Easy access to all areas of town

That they allow pedestrians and bicycles to travel from anywhere in town to anywhere in town without being threatened by automobile traffic.

Proper maintance of exisiting infrastructure and expansion as economically feasible

Expand on the amazing asset it already is for our community. Greater connectivity.

A safer way to get places than the roads.

that I can use them to easily get anywhere in flagstaff with minimal road use

FUTS trails support urban and neighboring lands connectivity such that residents can commute and recreate within this community.

More FUTS trails, and better enforcement of motor vehicle bans on the trails.

Total enlargement so you have a FUTS trail within a few blocks of all homes in Flagstaff.

To include TRAINS

To continue adding routes around town.

Connected with sidewalks for easy, beautiful walks for leisure and commuting.

All major parks connected, wide enough for passing, a few more dog off leash connected areas.

Connection from city center to forest no matter what part of the city you reside.

That FUTS are designed as a part of the community instead of an afterthought.

EXPANSION! The ones we have are amazing. well maintained.. safe great in the areas they are located.. connecting places to each other but we still need more and love DIRT trails

To touch all neighborhoods

Urban trail extending west to bellemont.pack snow on some of the trails for winter riding

Keep them connected to forest roads and trails.

well maintained scenic paths, paved in the busiest urban connections with room for running along side in dirt. Again, respectful routing avoids steep grades when possible.

Fast Commuting Trails and Fun Creative Trail Features

That there by a FUTS trail to cover within a few block of every section of the city so that bicyclists can safely travel separated from automobiles

Plentiful trails in town and the mountains that allow for meaningful travel an recreation

More

Connected trails for easy access from one area of the city to another.

Trails system providing recreational pathways which also serve to connect residents to commercial areas, natural spaces, and neighborhoods.

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A great place for Flagstaff running athletes to get in there miles when they are not on our single track trails.

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To maintain the accessibility and well kept trails. Keep them safe and free of aggressive homeless individuals.

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I actively go out of my way to ride dirt/gravel FUTS sections when commuting or as a means of getting to trails. It would be amazing if there were more dirt connectors (leave in some natural features) from neighborhoods to trails. In some areas the loop trail or social/deer trails provide great access.

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Better connectivity between segments

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Additional trails. A formal connection between Buffalo Park and the ambiguously fenced-off community along its western boundary.

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More! Partner with county to add trails out to Doney park, kachina, etc.

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Maintained, safe.

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Already world class in my opinion

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Design to be part of the natural landscape with feeling of being in the "woods".

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An extensive network of trails throughout town.

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supporting the above needs for walking & biking

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keep up the excellent system

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Consider paving it. It would be used a lot more if it was paved. Also, consider placing a beautiful river next to it, like Durango :)

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Having the capability of cycling and walking throughout Flagstaff with fully connected FUTS trails in concert with other ped/bike exclusive pathways.

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